

Attachment 5: Advocacy Matters – Shrine to Sea Corridor

1. Advocacy principles

Advocacy in relation the Shrine to Sea project shall be underpinned by the following principles:

1.1. Safety

- Provide increased safety for all users for the length of the S2S corridor
- Improve pedestrian and cyclist crossings across Kerferd Road as well as provision of priority crossing locations across major roads at key locations such as Kings way, Beaconsfield Parade, Albert Road, Ferrars / Canterbury Road
- Ensure design and materials are inclusive for all users

1.2. Amenity

- Maximise the retention of parking spaces
- Increase greening along the corridor including tree and shrub planting and investigating opportunities for depaving and introduction of areas of Water Sensitive Urban Design (WSUD)
- Ensure materials used in the delivery of the masterplan reflect the qualities of the local area and are responsive to its character
- Ensure inclusive and well considered design outcomes
- Ensure the masterplan does not preclude the development potential of Council building/assets

1.3. Council Operations

- Ensure design does not impact Council operations including waste collection, maintenance, and street cleaning
- Demonstrate that proposed treatments do not impose an undue maintenance or operational burden on Council
- Establish clear and agreed land/asset ownership and responsibilities
- Provide detail on staging and delivery of the Masterplan
- Design to consider interfacing projects and existing Masterplans

1.4. Community Engagement

- Ensure a robust and transparent community engagement process including Traditional Landowner engagement
- Engage with Council on any proposed amendments to the draft and Final Masterplan

2. Specific Advocacy Items

Specific Council advocacy items shall include:

2.1. Herbert / Montague intersection

Delivery of a permanent solution to the Herbert / Montague intersection as per Council's 19 October 2022 resolution to either make the trial conditions permanent, or alternate measures to allow for safe traffic movements at the intersection.

2.2. Better pedestrian and bike crossing at the Kings Way / Albert Road intersection

Kings Way is a significant physical barrier for our community in the Domain Precinct to Albert Park and bike and pedestrian paths in the park and beyond. It requires crossing the road in two movements with a small pedestrian refuge between the Albert Park nature strip and the signalised crossing across the road.

On completion of the Anzac Station, this intersection will be used by an increasing number of people accessing the park including students that attend the MacRobertson school. It will be a key station for major events within the area, with tourists and visitors needing to cross Kings Way.

The S2S masterplan provides an opportunity to provide better pedestrian and bike connections. This could be achieved by simplifying the pedestrian crossing arrangements to allow crossing in a single movement, widening the crossing, allowing for bike connections as well as pedestrian connections and increasing crossing times which would allow for a wider cross section of the community to safely cross this major road.

2.3. Upgrades to Albert Park along the S2S project

The Victorian Government has an approved Masterplan for upgrades to Albert Park. This includes better links to the Domain Gardens, development of arrival /entry areas, increased tree and vegetation planting and additional bike and pedestrian paths.

The S2S project can deliver a number of these outcomes within the project area located on the Albert Road-side of the park. This would provide a better user experience for our community and visitor to the area.

There are also opportunities to include depaving, additional tree planting, greening and shrub planting in areas within the service roads and green spaces along Albert Road.

2.4. Deliver safer, more direct, and dedicated bike and pedestrian crossing from Moray Street to Albert Park

Currently, the bike connection from the Moray Street bike lane across Albert Road to Albert Park requires riders to move in between traffic lanes, pedestrians on the eastern side of Moray Street are required to cross two roads to access the park.

The project provides an opportunity to deliver safer, more direct, and dedicated crossing for pedestrian and riders from Moray Street to Albert Park.

2.5. Improved Albert / Kerferd Road underpass

The current underpass has poor sightlines, lighting and is unattractive for use by the community.

There is an opportunity to address the underpass and provide safer pedestrian connections associated with the existing underpass.

2.6. Recognise the potential of the Kerferd Road median as a neighbourhood park that services the local community

Council's Public Open Space Strategy accompanying technical report noted the following in relation to the median:

- If traffic speeds are significantly reduced, there would be potential to include recreational use and facilities in the Kerferd Road median
- The central median along Kerferd Road presents a significant opportunity to have a greater role in urban greening of this public space
- Potential to increase the tree canopy cover by planting broad spreading canopy trees along with potential for passive irrigation or stormwater harvesting.

There is an opportunity to have this reflected in the masterplan and unlock significant value to the community by enabling the approximate 18,500m² of underutilised open space to be used by the local community. This requires the provision of safe and convenient access for pedestrians across Kerferd Road traffic lanes.

There is also opportunity to increase planting within the median connecting-to and extending the Danks Street biodiversity corridor.

2.7. Upgrade the Port Phillip Bay Foreshore - Kerferd Pier forecourt

The Kerferd Pier forecourt would benefit from upgrades to make it more usable for the community.

The masterplan should recognise opportunities to deliver interventions to increase the quality of the foreshore associated with Kerferd Pier, including potential for increased shade, seating, bike parking and general uplift.

2.8. Bike Lane from Beaconsfield Parade to Moray Street - Kerferd and Albert Road / Albert Road Service Road

Inclusion of a protected kerbside bike lane from Beaconsfield Parade to Moray Street along Kerferd Road and Albert Road / Albert Road Service Road to deliver the following:

- Community support for a protected bike lane through an engagement process
- Improved pedestrian and bike rider facilities and driver safety improvements at all intersections, including Richardson Street roundabout, Beaconsfield Parade, Ferrars Street / Canterbury Road and crossing Kerferd Road
- Reduction of traffic lanes from two to one in each direction on Kerferd Road
- Reduced speed limit to 40km/hr on Kerferd road and meet the DTP requirements to achieve speed reduction
- Direct bike connection to Albert Road under the light rail
- Based on the peak summer parking demand of 155 spaces (Nov/Dec), retention of at least 194 parking spaces (minimum) on Kerferd Road aligned with Council's parking policy

- Direct access to the protected bike lane from side streets and be accessible from properties along Kerferd Road
- Delivering a bike lane that provides for a variety of users and bike types
- Incorporation of crossing points over the drainage channels (access bridges or similar) for those with reduced mobility and the elderly
- Early start for pedestrians and riders and adjustments at traffic lights for bikes so that riders do not need to dismount if crossing with pedestrians
- Buffer zones to parking bays for access to all sides of parked vehicles
- Space to enable clear sightlines for pedestrians crossing the bike lane
- Costs of bike corridor including associated works to be designed, delivered, and funded by the Victorian Government